FORD MOTOR COMPANY

EXECUTIVE ORDER A-010-1452-2 New On-Road Heavy-Duty Engines

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE 1	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS	ECS & SPECIAL FEATURES 3				
2008	8FMXH06.8BSS	6.8	Gasoline	Otto	HDO	TWC, 2HO2S, SFI				
ENGINE (L	ENGINE N	ODELS / CODES (r	ated power, in	hp)				
ENGINE (·	c Caby RE71RNOS	0 RE718NO505 BE71BN	0506, 8F718N0507	, 8F718L0500,	8F718L0505, 8F718L0506, 8F718L0507, 8F728N0500,				
6.8	F-450/550 Chassis Cab: 8F718N0500, 8F718N0505, 8F718N0505, 8F718N0507, 8F718L0506, 8F718L0505, 8F718L0506, 8F718L0507, 8F728N0500, 8F728N0505, 8F728N0									
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•						To Control Floridations Section 86 above				
L=liter; hp=	=horsepower; kw=kilowatt;	natural cas: I PG≓lion	efied petroleum gas; E85=85%	ethanol fuel; MF=mul	ti fuel a.k.a. BF=t	B6.abc=Title 40, Code of Federal Regulations, Section 86.abc; bi fuel; DF=dual fuel; FF=flexible fuel; bifuel; H02S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-				

L/MM HDD=light/meoium/neavy neavy-duty dieser; DB=uman bus; HDD=neavy duty Ord;

SECS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=dieser particulate filter; HO2S/O2S=heafed/oxygen sensor; HAFS/AFS=heafed/air-full port fuel injection; SPD=mission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=dieser particulate filter; HO2S/O2S=heafed/oxygen sensor; GARB=gaseous carburetor; fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel feeting filter; HO2S/O2S=heafed/oxygen sensor; GARB=gaseous carburetor; fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel filter; HO2S/O2S=heafed/oxygen sensor; HAFS/AFS=heafed/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel filter; HO2S/O2S=heafed/oxygen sensor; HAFS/AFS=heafed/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal oxygen sensor); TBI=throttle body fuel-ratio sensor (a.k.a., universal oxygen sensor); TBI=throttle body fuel-ratio sensor (

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.1 (urban bus) or 13 CCR 1956.8 (other than urban bus); 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, in g/bhp-hr, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (Test family and died finded serious the CERT relies in headers 1) are these whose tested as applicable, and died finded serious the CERT relies in headers 1) are these whose tested as applicable, under 13 CCR 1956.1 of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.1 or 13 CCR 1956.8 are in parentheses.)

	NMHC		NOx		NMHC+NOx		CO		PM		нсно	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
	FIF	EURO			•		14.4	•	0.01	•	0.01	*
STD	<u> </u>	ļ		ļ. <u></u>		 -		· ·	*	•	•	T
FEL	0.21		0.35		0.56	<u> </u>				 - , - 	0.00	-
CERT	0.12	*	0.21	•	0.33		5.2			 	0.00	<u> </u>
NTE	•				ļ	Procedure: EURO=Euro III I		<u> </u>		<u> </u>		

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: The listed engine models have been certified to the split engine family standards under 13 CCR 1956.8(b) [Diesel engines] or 13 CCR 1956.8(d) [Otto engines] and the incorporated 40 CFR 86.007-15(m)(9).

BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels) and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: The phase-out engine models have been certified to the Option 1 federal NMHC+NOx emission standard(s) listed above pursuant to 13 CCR 1956.1 or 13 CCR 1956.8.

Engines certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order. This Executive Order hereby supersedes Executive Order A-010-1452-1 dated March 13, 2007.

Annette Hebert, Chief **Mobile Source Operations Division**